

THE BRITISH POST OFFICE
IN TIENTSIN.

OFFICIAL CORRESPONDENCE.

CLOSURE AVERTED.

We have been courteously supplied by the Secretary to the B.M.C. with the following *briefs* of the telegrams, correspondence, council meetings, &c., relating to the proposed closure of the British Postal Agency in Tientsin; with a request that it should be published.

1.—Note from Major Nathan, R.E., of the C. E. & M. Co., and the initial telegrams on the subject:—

Tientsin, Sept. 9, 1907.

Dear Sir,—With reference to our conversation, I enclose you a copy of a telegram received by the British Post Master instructing him to close the Post Office this month, and copy of a telegram I have sent to the Governor of Hongkong, for your information and any action you may care to take in the matter.—Yours etc.

W. S. NATHAN,
Agent & Gen. Manager.

W. E. Southcott, Esq.,

Chairman, Chamber of Commerce,
Tientsin.

Enclosures (a) and (b)

(a) Stedman, Hainan in Tientsin.

Close Post Office September 30th, letter follows, notify public

Postmaster General.

Sept. 9, 07.

(b). Governor, Hongkong.

Postmaster here has received instructions from Postmaster, Hongkong, to close Tientsin Post Office this month. This will cause considerable dissatisfaction and inconvenience to British mercantile community, and I trust it will be possible to delay closing to enable further representations to be made. Understand Chamber of Commerce will consider matter immediately. If office closed this month heavy surcharges will have to be paid on letters with British stamps owing to insufficiency of notice.

NATHAN.

Sept. 9, 07.

3.—The above correspondence was submitted to the local General Chamber of Commerce and also to the local Branch of the China Association, and the following telegram was forwarded to the Governor of Hongkong on September 11, 1907, by the former body:—

Governor, Hongkong.—The Tientsin General Chamber of Commerce has been handed copy of Hongkong Postmaster General's wire to British Postmaster here dated 2nd instant giving instructions to close British Post Office on Thirtieth instant. This Chamber thoroughly endorses Mr Nathan's cable to you of the Ninth instant, and at same time cannot too strongly recommend continuance of British Post Office, otherwise British Community which is the second largest in China will be greatly inconvenienced. British vested interests Tientsin larger than Chong, Ningpo, Hankow which have British Post Offices. All other foreign Great Powers have Post Offices here.

SOUTHCOOT,

Chairman.

Sept. 11, 07.

3.—The Governor of Hongkong replied on the following day, September 12, 1907, as follows:—

Chamber Commerce, Tientsin.—Your telegram (received?). Estimated deficit working Post Office twelve months from October \$7,500. Your Chamber willing reimburse half yearly instalment this Government will consent to keep office open twelve months, otherwise regret close twelfth October.

GOVERNOR.

Sept. 12, 07.

Concomitantly with the above the local Branch of the China Association, in reply to representations made by wire to the Hongkong branch, received a telegram which, by its explicit terms, confirmed the conclusion that the Government's offer was that if Tientsin would find one half of the total deficit of \$7,500, namely \$3,750, the Government would be willing to carry on for one year more. This conclusion was the basis of the next action in Tientsin, but as will be seen subsequently by the letter from the Colonial Secretary on Sept. 21, 1907, received here on October 2nd, the conclusion was wrong.

4.—On September 14, 1907, both of the British Councils met for the special purpose of discussing the situation and the above telegram which had been submitted to them by the Chamber of Commerce.

The Council's decision, as already published in the press reports of their proceedings, was as follows:—To institute a searching inquiry, if such were possible, as to the cost of the local Post Office administration; to do nothing in the matter of contributing to the guarantee until they were assured that all other measures for saving the Office had failed.

It should also be noted that at this Council meeting it was stated that the China Association had wired the matter home to the parent Association in London, urging it to take the question up; it was also suggested that as Liverpool and Manchester did a large business with Tientsin, and therefore benefited greatly by the penny-post, their Chamber of Commerce should be asked to move in the matter.

This last feature of the situation was all the more important as the Councils had grounds for believing that the *incoming* mails were from four to five times heavier than the *outgoing*, and therefore that the Home people concerned with Tientsin derived four or five times the advantage of the cheap postage. It thus seemed but fair that St. Martin's Grand should be asked to bear the greater portion of the deficit which it was believed was wholly due to high cost of the re-transport of the mails from Hongkong to Tientsin.

The Councils also on this occasion asked the local Chamber of Commerce to ascertain the latest date on which a definite reply must be sent to Hongkong.

5.—The Chamber at once instituted the inquiry by telegram, and received a reply from Hongkong on September 17 as follows:—

Governor, Hongkong.

Tientsin General Chamber of Commerce thank you for telegram. Endeavouring to provide ways and means. Please reply latest date decision must reach you.

SOUTHCOOT,

Chairman.

Sept. 15, 07.

Southcott, Tientsin.

Decision soon as possible, latest first October.

GOVERNOR.

Sept. 17, 07.

A meeting of the Councils was at once called, as it was evident that no time could be lost if the Post Office was to be saved within the short time now available.

6.—The Councils met on September 18 and after carefully considering the whole situation decided to act as follows:—The Senior Council would at once call a meeting of the Landrenters, giving the seven days' notice prescribed by the Land Regulations, "to discuss the proposed closure of the British Post Office, and if necessary to find ways and means for continuing the said office."

The Junior Council was in perfect agreement with the Senior, but found there was no time to give formal notice of twelve days (as prescribed by their Land Regulations) for a public meeting of the Ratepayers. They decided that if the Landrenters of the Senior Concession in public meeting authorised their Council to give the required guarantee of \$3,500, they (the Junior Council) would fall in line with the Senior, feeling assured that their ratepayers would approve their action when the urgency and importance of the situation were made known to them.

7.—We may here duly interpolate the telegram which the local Chamber of Commerce sent to the Manchester Chamber on September 19:—

Chamber Commerce, Manchester.

Protest against closing British Post Office here Twentieth October. Reason given loss of Hongkong revenue estimated seven hundred and fifty pounds sterling yearly—cost transit between Hongkong and here. Hongkong Government offers continue provided Tientsin contribute half deficit. Endeavour persuade Home postal authorities contribute instead to wards this expense. Can you assist us in order to maintain penny postage? Suggest ask London Chamber co-operate. Must have reply before Twenty-Fifth September. Tientsin Chamber Commerce.

W. E. SOUTHCOOT,

Tientsin.

Sept. 19, 1907.

8.—The two Councils met on September 25, the eve of the Landrenters' meeting to consider the situation up to date and to discuss the nature of the resolution to be put before the Landrenters at their meeting on the morrow.

At this meeting a private telegram was confidentially submitted to the Council. It appeared to warrant the conclusion that the China Association in London was of opinion that Tientsin should put up the guarantee required by the Hongkong Government and so secure the continuance of the postal agency in the port, and then continue the agitation at Home to be relieved of the burden.

The Councils also discussed the expediency of asking the Chamber of Commerce to join the guarantors, and thus secure the help of business men residing in the other Concessions, but it was finally decided not to do so. The resolution to be submitted to the Landrenters was drafted and approved. (See below).

It is to be noted that both Councils and Chamber were still under the impression that all that was asked of them was to meet half of the total deficit of \$7,500.

9.—The Landrenters met on September 26 and unanimously passed the following resolution:—"In view of the fact that the Junior Council has expressed its willingness to contribute to the ratepayers of the B.M.E. that they should participate in the required guarantee, this meeting of Landrenters authorises the Council to provide the guarantee required by the Hongkong Government to continue the British Postal Agency in Tientsin for year after September 30, 1907."

10.—The Secretary of the Councils the same day communicated the above resolution to the local Chamber of Commerce, and asked it to wire Hongkong at once that the required guarantee had been found.

The Chamber did so in the following telegram the next day:—

Governor, Hongkong.

As per your telegram Twelfth September Tientsin British Municipal Council fully appreciating your considerable offer have guaranteed to provide estimated 3,750 dollars half amount deficit to secure continuance of British Post Office here for one year as from thirtieth September 1907 the guarantee will be paid over whenever demanded.

SOUTHCOOT,

Chairman, Chamber of Commerce.

Sept. 27, 07.

11.—On September 27 the following letter was received from Major Nathan:—

Tientsin, China.

27th September, 1907.

Sir,—I have noticed in the report of the meeting of Landrenters held on the 16th September that it has been decided that half of the loss on the running of the British Post Office in Tientsin shall be met by an increase of taxation in the Settlement.

Under these circumstances it appears likely that the Landrenters may desire to have a greater voice in the running of the Post Office than at present, and it may therefore be desirable, owing to the inconvenience of having a Post Office on private premises, that the position heretofore occupied by the Mining Company should be taken up by a public body in Tientsin, which would, I assume, be the British Municipal Council.

I shall, therefore, be glad to know the opinion of the Council in the matter, and if it is

desired to effect the change, I will approach the Governor of Hongkong with a view to the transfer of the office.—I remain, etc.

W. S. NATHAN.

The Chairman, Agent & General Manager, British Municipal Council, Tientsin.

This letter was circulated for inspection and read in Council on October 2nd, but beyond a general expression of opinion that the Post Office should continue to go on under its present administration no formal decision was reached on the subject.

12.—On October 1 the Chamber of Commerce received the following telegram from the Governor of Hongkong late in the evening.

This telegram and a letter dated Sept. 21 from the Hon. F. H. May, the Colonial Secretary, received next morning (Oct. 2), proved that every one concerned in the question had until now been labouring under a mistaken idea, in thinking that we were only asked to bear half of the loss.

The Colonial Secretary's letter makes it quite clear that Tientsin was expected to bear the whole loss (\$7,500) this year, and also holds out the prospect that this sum may be increased to \$10,574 in subsequent years.

Southcott, Tientsin.

Your telegram Friday (received?). I offered continue Office if 7,500 reimbursed half-yearly instalment. If refused Office closes sale stamps despatch letters Twentieth October. Delivery may continue without surcharge Thirty first December. Wire reply.

GOVERNOR.

1. Oct. 07.

The letter was as follows:—

Colonial Secretary's Office,

If my wire, September 21, 1907.

(Tientsin Tientsin Oct. 2, 1907).

Sir,—With reference to your telegram of September 11 and subsequent telegraphic correspondence relative to the decision of this Government to close the Post Office at Tientsin, I am directed to confirm the Governor's telegram of 12th inst. in which you were informed that the cost to the Government by the maintenance of the Tientsin Post Office is estimated at \$7,500 per annum for the coming year, and that His Excellency could only consent to continue the conduct of this branch office if your Chamber were ready to defray this loss.

2. I am further to explain to you that when the receipts of the Tientsin Post Office together with the proposed contribution from your Chamber are credited to the revenue of this Colony they become liable to a deduction of 20 per centum like all other revenue of the Colony on account of Imperial Military charges. It would therefore be necessary in this case for you to pay a contribution of \$10,574 if the revenue of Hongkong were to be at no loss at all in respect of the Tientsin Post Office.

3. In view, however, of the short notice that this Government has been able to give you of the closing of the Office, the Governor decided to forego the additional sum that might properly have been required of your Chamber, and thus to meet as far as possible your desire to keep open a little office for one more year.

4. I am to ask that your decision in the matter of paying the contribution asked for may be communicated to me as soon as possible as the Imperial Post Office must be informed of the final settlement of the question before the 1st of October.—I am, etc., F. H. MAY, Colonial Secretary.

The Secretary,

Chamber of Commerce, Tientsin.

13.—The Secretary of the Chamber of Commerce communicated the above telegram and letter early on October 2 to the Councils; special meetings of both Councils were at once called for the same evening.

The whole subject was discussed anew in the light of the above letter and the following decision was reached:

The Secretary was instructed to make the following proposal to the local Chamber of Commerce:—"The Councils of the British Concession and British Municipal Extension should each pay one fourth (1/4) of the estimated deficit of \$7,500 and the balance to be found by the Chamber of Commerce."

This decision was communicated to the Chamber of Commerce the next morning, and that Body at once began a canvass by circular of its members to see if it could raise the moiety required, \$3,750, by voluntary subscription.

14.—On October 12 the secretary of the Chamber communicated to the Council that it could only raise the sum of \$1,250 by subscription among the Members. The secretary said "In view of the fact that should the British Postal Agency in Tientsin be closed it would be very difficult ask the Councils to reconsider their decision with a view to guaranteeing the deficit."

Two days later he forwarded for the Councils' inspection a copy of the following telegram received from Hongkong:—

SOUTHCOOT, Tientsin.

My telegram first telegraph immediate reply.

GOVERNOR.

The secretary of the Chamber also stated that he had wired a reply as follows:—

Governor, Hongkong.

Matter requiring immediate attention. Cannot reply until Tuesday.

SOUTHCOOT.

12 Oct. 07.

15.—On Monday, October 14, the Senior Council again met and reviewed the whole position once more. It was fully recognised that an annual subsidy of the nature of that indicated in the Colonial Secretary's letter was out of the question; but on the other hand, it might be worth a special effort on this occasion to guarantee the deficit for one year, as during that year they might make strenuous efforts to secure the permanency of the office without any subsidy. It was recognised that, if the office were once closed, the charges of getting it permanently established were much smaller than they would be if it were now kept open, while the question was being agitated at Home.

The Council reached the following decision:—"Recognising the value of the British Postal Agency to the British Community, the Council votes a sum of \$5,000 in order to secure the continuance of the institution for one year from the first instant."

It was of course understood that the Junior Council would stand to its decision to command the Ratepayers of the British Municipal Extension to supply the remaining fourth (1/4).

This decision was communicated the following morning to the Chamber of Commerce with a request that it would at once intimate the fact to the Governor of Hongkong.

16.—On October 16 the following letter was received from the Secretary of the Chamber of Commerce:—

Tientsin, 16th October, 1907.

Sir,—I have the honour to acknowledge receipt of your favour of 15th instant, contents of which are noted with thanks. I am directed to express the thanks of the Chamber for the generous way in which the Councils have come forward in this matter and guaranteed the necessary sum, in order to secure the continuance of the Local Postal Agency.

I have pleasure in forwarding herewith copy of telegram despatched by us yesterday to the Governor of Hongkong. The Councils may rest assured that this Chamber will take the matter up, and make every possible effort to secure the permanency of the British Postal Agency without making any further call for a subsidy on the part of the Councils.—I have, etc.

S. GILMORE,

Act. Secretary.

Wm. McLeish, Esquire,

Secretary, British Municipal Council and Extension, Tientsin.

Governor, Hongkong.

British Municipal Council have guaranteed provide 7,500 dollars to secure continuance of British Post Office for one year as from first instant, guarantee will be paid over whenever demanded.

SOUTHCOOT,

Despatched 15th October, 1907.

—China Critic.

(CHINA MINERAL WEALTH).

China is now beginning to recognise the importance of her mineral resources, and an article which appears in the *P. & T. Times* is of interest to those who are following the question. It reads:—

Mining conditions and prospects in any country possess a strong fascination for the speculator, and in few more than in China which is known to abound in vast fields of unexploited mineral land. The mineral wealth of this empire is perhaps almost incalculable; for the resources of the country, through the combined agencies of ignorance and prejudice, still remain a sealed book, and an estimate of the possibilities of the provincial hinterland is based solely on the rare but valuable experiments which have directly and indirectly been possible. The greatest interest has therefore attached to the publication by the Chinese Government of the conditions under which this imperfect knowledge may be extended, and when in 1904 the regulations issued were found to offer little encouragement for practical work, hopes were raised that the protests of the Powers would result in more generous privileges being accorded by the amended and permanent ones. A comparison of the preliminary regulations of three years ago with those which we have just published as the full-blown effort of U.E. Chang Chi-tung, approved by the Throne and issued as the future conditions of mining development in China, will we fear only confirm the impression that, in spite of her assertions to the contrary, China does not intend that her mineral lands shall be developed at all, and least of all by aliens from the West.

In general principle the new regulations are identical with the provisional ones, only the principle is carried further. The whips of 'Colonon' have, so to speak, become the scorpions of Kehoban in the hands of the venerable Viceroy and the Board of Commerce, and Ibrahim has been written in flaming letters across the portal of investors' expectations.

The new regulations are more than three times as numerous as the provisional ones, and go into details which leave little or no scope for an intelligent judgment on the part of any official, or allowance for any special conditions. Everything appears to have been thought of which experience or a too vivid imagination can associate with possible friction between Chinese and foreigners, and a possible advantage being gained by the mining promoter of any nationality.

While no definite discrimination is made between natives and foreigners in regard to the sharing of profits, the privileges accorded are so hedged round with restrictions as virtually to nullify every concession yielded. To the Chinese mind, accusé to a metaphysical verbosity, the stipulations embodied in the hundred and forty-seven regulations will probably act only as a stimulant to ingenious circumvention, for none know better than the Chinese how to evade the responsibilities of the law without openly setting it at defiance.

In the new regulations the idea of foreign capital being utilized appears to have been more seriously contemplated than formerly and the reference to foreigners is more frequent and specific, the conditions of their participation being such as almost inevitably to afford Chinese an opportunity for dispensing with them whenever it might be found convenient of profitable to do so, and laying the burden of loss and responsibility almost entirely on their shoulders. The limits for prospecting and commencing work in such cases where permission to exploit is granted are, in almost all instances, shortened in the new conditions, the extension of one year on preliminary work granted in the old regulations being reduced to a possible but by no means certain six months in the new. When we remember the delay, expense, and uncertainty which invariably attend the consideration of any official application in China, and the expense and

Today's
Advertisements.DOCTOR.
WANTED IMMEDIATELY.

Apply to—
BUTTERFIELD & SWIRE.
Hongkong, 3rd December, 1907. [1051]

Capton, 10th December 1907.

M. NOUS avons l'honneur de vous informer que M. CESAR FRITZSCHE, quitant notre maison en date de ce jour la pr. curation que nous lui avions confiée par notre circulaire du 8 Avril, 1907, cesse de fait.

Agreez, M., nos saluts bien empressés.

E. PASQUET & Co.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Reach, will be despatched for the above Ports, on FRIDAY, the 6th instant, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS, LARPAIK & Co.,
General Managers.

Hongkong, 3rd December, 1907. [1050]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD., General Managers.

Hongkong, 3rd December, 1907. [1050]

B A Z A A R

IN AID OF THE

POOR CHINESE ORPHANS

OF THE

ASILE DE LA SAINTE ENFANCE,

under the Distinguished Patronage of

Their Excellencies

Sir FRIDERICK LUGARD, K.C.M.G., C.B., D.S.O., and Lady LUGARD.

THE French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the City Hall on WEDNESDAY, the 11th inst., at 2 o'clock in the afternoon.

They request your presence in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

Asile de la Sainte Enfance,

Hongkong, 3rd December, 1907. [1053]

appliances requisite even for a preliminary survey and experimental tests of any mining area, a period of two months in which to engage engineers and start operations after receiving the tardy permission for this work, is in itself a prohibitory reduction of the formerly conceded six months' grace. It would in the first instance necessitate the engagement beforehand of mining experts on the bare chance of a prospecting permit being granted, should local services not be available or justly appraised, and retaining fees, and expenses for an indefinite period. This difficulty being overcome the period of one year only, or by special sanction a possible eighteen months is allowed for the conclusion of all preliminary work and the formation of definite plans for its continuance. The issue of prospectuses, raising of the requisite capital, the importation of the necessary plant are all apparently included in this time and the regulation is suggestive of a capacity for haste not usually associated with mining enterprise of an extensive nature. Sixty days only is allowed for the drafting and deposit with the authorities of plans in triplicate, which are to include not only geological diagrams, but explicit information in regard to underground details and possible developments which in the natural course of things could hardly be encompassed in the preliminary work; not to mention buildings and workshops which would be equally non-existent at the time.

The possibilities for interference with any mining enterprise in which foreigners are interested, outlined in Art. 40 of the principal regulation, are sufficiently forcible, quite apart from all minor considerations, to render the conditions valueless for foreign capitalists, as in China a case of alleged 'loss through mismanagement' if it suited the interests of a Chinese rival or opponent to create one, might be foreseen as an everyday probability, and the apparent liberality of the clause, if these points are understood foreigners may engage in mining enterprise as much as they like, possesses an unconscious humour. The incidental expenses and liabilities provided for the mining promoter are if tallied up fairly costly and comprehensive, the fees chargeable on the observance of the annual formalities in regard to plans, certificates and the like representing to themselves an appreciable item when allowance for 'inaccuracies' has been made.

The Articles of the regulations which will however most vitally interest foreigners in China, are those which relate to mining enterprise already in existence. It is clearly stated that all mining concerns now in operation come under the regulations, and as we may confidently anticipate that these clauses will form the subject of immediate diplomatic negotiation, and quite possibly the foundation for considerable friction. Taken in their entirety, the regulations, principal and supplementary, are calculated to place a real and permanent check on mining development in China, the tendency of their operation being to 'limit the freedom' under which alone trade can thrive, and render the resources of the country hidebound by official supervision and interference. Even Chinese, however, advantageously placed by native resourcefulness, will scarcely be encouraged to launch out into extensive speculation under conditions which limit their chance of profit to individual official integrity, and suffer a premium to misrepresentation, bribery and evasions (illegal).

Intimations



THE

ROBINSON PIANO

CO., LD.

OFFER THEIR ENTIRE

STOCK OF

High-Class

PIANOS

AT

25 % Discount

For CASH.

To make room for New

Season's Models.



Hongkong, 5th November, 1907. [132]

HIGH GRADE

HAVANA

CIGARS.

EXCELLENT SMOKES.

La Chanza.....@ \$4.50 per 100 in boxes of 50

Gran Valor 4.55 " " 50

Española 4.00 " " 50

Marca Roja 4.00 " " 50

Honey Suckle 4.00 " " 50

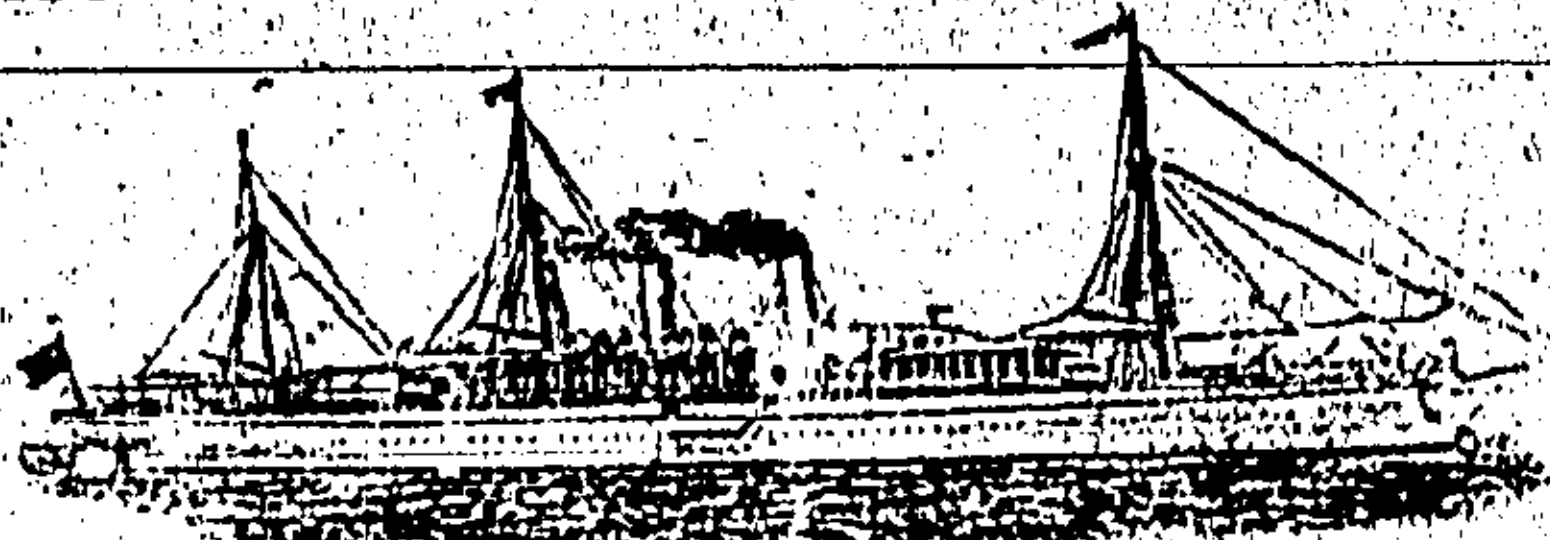
El Oro 3.75 " " 50

Asta 3.50 " " 50

Brevas 3.00 " " 50

Flor Fin 3.00 " " 50

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific in the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPRESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M.
Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI-NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C. and at QUEBEC, with the Company's New Fastest "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st class via St. Lawrence River Lines or New York £71.10. Steamers, and 1st class on Railway, via St. Lawrence River Lines or New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

"M.S. MONTAGLE" carries "Intermediate" passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand-Books, Rates of Freight and Passage, apply to
HONGKONG, 24th October, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Prater Street and Prater.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	KWONGSANG	WED'DAY, 4th Dec, 4 P.M.
MANILA	LOONGSANG	FRIDAY, 6th Dec, 4 P.M.
SHANGHAI	SUISANG	FRIDAY, 6th Dec, 4 P.M.
SINGAPORE, PENANG and CALCUTTA	YONGSANG	SATURDAY, 7th Dec, 3 P.M.
SINGAPORE, SAMARANG and ONSANG	YONGSANG	SATURDAY, 7th Dec, 3 P.M.
MANILA	YUENSANG	FRIDAY, 13th Dec, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 3rd December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA	STEAMERS	TO SAIL
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	4th Dec, 4 P.M.
SWATOW, AMOY & SHANGHAI	"HOIHOW"	4th "
SHANGHAI DIRECT	"SHAOSHING"	5th "
NINGPO & SHANGHAI	"KWANGSE"	7th "
SWATOW & SHANGHAI	"NANCHANG"	9th "
MANILA	"TAMING"	10th "
SWATOW & SHANGHAI	"YOHOW"	10th "
SWATOW & SHANGHAI	"KIUKTANG"	14th "
CEBU & ILOILO	"KATFONG"	14th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd December, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
KUBI	2540	Almond	MANILA	SATURDAY, 7th Dec, 1907.
TAIPIRO	2540	R. Rodger	"	SATURDAY, 14th Dec, 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th November, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

"ATHOLL" On FRIDAY, 6th December, at Daylight.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd December, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



187 Ocean Steamers

with

916,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

HABSURG	21st Dec.
RHENANIA	21st Jan., 1908
HOHENSTAUFEN	22nd Feb., 1908

Hongkong, 28th November, 1907.

Homeward.

SILESIA	11th Dec.
SCANDIA	8th Jan., 1908
HABSURG	29th Jan., 1908
RHENANIA	16th Feb., 1908
HOHENSTAUFEN	23rd March, 1908

[3]

COMPAGNIE DES MESSAGERIES
MARITIMES.FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"ARMAND BEHIC"

Captain Guionnet, will be despatched for the above Ports on or about MONDAY, the 9th December.

For Freight or Passage, apply to

J. MILLET,
Agent.

Hongkong, 2nd December, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJITO, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	6,000	T. W. Garlick	10th Dec. 1907.
Swire	6,232	Shotton	4th Jan. 1908.
Kumerik	6,232	Cowley	18th Jan. 1908.
Shawmut	6,000	E. V. Roberts	1st Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

* The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures spaciousness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 16th November, 1907.

[12]

TOYO, KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail

KATHERINE PARK 6,000 About Middle of Dec.

KASATO MARU 6,100 Sometime in March, 1908.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building,
Hongkong, 19th November, 1907.

[15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHUI ON S.S. CO., LD.

No. 1, Queen's Road West.

Hongkong, 2nd Dec., 1907.

[16]

HONGKONG AVERAGE MARKET
PRICES.

Corrected 29th November, 1907. per 5 Mds.

BUTCHER MEAT. Cents.

Beef—Prime cut—Mei Lung Pa B. 20

" Corned—Ham Ngau Yuk 20

" Roast—Shiu 20

" Breast—Ngau Lam 15

" Soup, Tong Yuk 16

" Steak—Ngau Yuk Pa 20

" Sirloin—Ngau Lau 30

" Sausages—Ngau Yuk Chung 36

" Bullock's Brains—Know 10

" Tongue fresh—Ngau Li 50

" Corned—Ham Ngau Li 55

" Head—Ngau Tau 80

" Heart—Ngau Sum 12

" Hump, Salt—Ngau Kin 20

" Feet—Ngau Keok 7

" Kidneys—Ngau Yiu 10

" Tail—Ngau Mei 12

" Liver—Ngau Co 12

" Tripe (undressed)—Ngau To 7

" Calves' Head and Feet—Ngau-chai-tau-keok 1.00

" Mutton Chop—Yeung Pui Kwat 24

" Leg—Yeung Pui 22

" Shoulder—Yeung Shau 22

" Pigs' Chittlings—Chi cheong 24

" Brains—Chi Kaow 24

" Feet—Chi Keok 12

" Fry—Chi Chak 25

" Head—Chi Tau 25

" Heart—Chi Sum 29

" Kidneys—Chi Yiu 8

" Liver—Yeung Co 24

" Pork Chop—Chi Pui Kwat 24

" Corned—Ham Chu Yuk 24

" Leg—Chu Pui 24

" Fat or Lard—Chu Yau 17

" Sheep's Head and Feet—Yeung Tau 55

" Keok 55

" Heart—Yeung Sum 10

" Kidneys—Yeung Yiu 10

" Liver—Yeung Co 24

" Sucking Pigs, To Order—Chu Chai 21

" Suet Beef—Sang Ngau Yau 16

" Mutton—Sang Yeung Yau 24

" Veal—Ngau Chai Yuk 20

" Sausages—Ngau Chai Yuk Tong 20

[17]

POULTRY.

Chicken—Kai Chai 30

Capons, Large, Small—Sin Kai 28

Ducks—Ap 25

Doves—Pan Kau 16

Eggs, Hen—Kai Tai 24

Fowls, Canton—Kai 30

Hainan—Kai Nam Kai 25

Geese—Ngo 24

Geese, Wild Shanghai—Sheung Hoi Ye 24

Musk Deer—Wong Keng 24

Hare—To Chai 60

Partridge—Che Khoo 75

Pheasant—Shan Kai 1.60

Pigeons, Canton—Pak Kup 25

Ho-ho—Ho-ho Pak Kup 22

Quail—Um-Chun 20

Rice Birds—Wo Fa Cheuk 27

Snipe—Sa Chui 64

Turkeys, Cock—Fo Kai Kung 48

Hen—Na 48

Wild Ducks, Shanghai, Sulap 60

Teal, Shanghai, Sulap Chai 60

Wild Ducks Canton—Sang Shing-Sui Ap 75

[18]

FISH.

Barbel—Ka Yu 20

Bream—Bin Yu 16

Canton Fresh Water Fish—Hoi Sin Yu 16

Carp—Li Yu 18

Catfish—Chik Yu 10

Codfish—Men Yu 15

Crabs—Hoi 20

Cuttle Fish—Muk Yu 13

Dab—Sa Mang Yu 15

Dace—Wong Mei Lun 18

Dog Fish—Tui Yu 12

Eels, Congor—Hoi Mao Yu 12

Fresh water—Tam Sui Yu 16

Yellow—Wong Sin 32

Frog—Tien Kai 32

Garoupa—Sek Pan 45

Gudgeon—Pak Kup Yu 11

Herrings—Tao Pak 15

Halibut—Cheung Kwan Yu 16

Labrus—Wong Fa Yu 16

Loach—Wu Yu 24

Lobsters—Lung Ha 30

Mackerel—Chi Yu 35

Milk Fish—Mon Yu 35

Mullet—Chai Yu 18

Oysters—Sang Hoi 20

Parrotfish—Kai Kung Yu 18

Perch—Tao Lo 12

Pike—Fa Pui Poong 12

Plaice—Pan Yu 25

Pomfret, Black—Hak Chong 24

Pomfret, White—Pak Chong 24

Prawns—Ming Ha 24

Ray—Pai Pa 10

Rock Fish—Sak Kai Kung 10

Roach—Chun Yu 30

Salmon, (Chin) fresh water—Mei Yu 11

Yellow—Wong Sin 32

SHARK—SA YU 10

Shark—Po Yu 8

Shrimps—Ha 18

Shrimp—Lap Yu 20

Sole—Tat Sa Yu 15

Tench—Wan Yu 20

Turbot—Cho Hoi Yu 25

Turtles, small, fresh water—Keok Yu 35

White Bait—Ngau Yui Chai 35

FRUITS.

Almond—Hubg Yau 10

Apples, (California)—Kam San Ping 26

" Ko 26

" (Chefoo)—Tia Chua Ping 26

" Ko 26

" Small—Hoi Tong 26

" Custard—Fan Lai Chai 26

Bananas, fragrant, Canton—Sang Sheng 3

" Heung Chiu 3

" (brides), Macao—San Heung

Intimations.

Powell's
ALEXANDRA
BUILDINGS.VIYELLA
BLOUSES,

\$5.50 each.

VIYELLA
BLOUSES,

\$6.50 each.

VIYELLA
BLOUSES,

\$7.50 each.

Smart,

Well-made,

Splendid

Value.

POWELL'S
HONGKONG.

Hong Kong, 30th November, 1907.

Intimations.

THE HONGKONG MILLING COMPANY, LIMITED, has removed their OFFICES to KING'S BUILDINGS, 4TH FLOOR.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.30 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, 24th June, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hong Kong, 3rd October, 1907.

SWATOW DRAWN WORK COMPANY, 38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality.

ALSO.

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE LACES, all from the best French patterns.

HONGKONG and SWATOW.

Hong Kong, 19th October, 1907.

F. BLACKHEAD & CO., SHIP-OHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUEUR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES. ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hong Kong, 7th March, 1907.

O. G. MOOSA, 1 & 3, D'AGUILAR STREET.

FURS! FURS! FURS!

IN VARIOUS SHAPES AND COLOURS.

DRESS FABRIC IN NEWEST PATTERNS.

SERGES, TWEEDS, VOILES.

LADIES' & CHILDREN'S UNDERCLOTHING, HOSIERY, GLOVES.

NOVELTIES IN SEQUIN AND LACE ROBES.

Samples on application. Coast port orders carefully executed.

Hong Kong, 2nd December, 1907.

NEW PACIFIC STEAMSHIP SERVICE.

A Victoria (B.C.) paper published the following statement on October 15th:—A new Oriental Steamship line is planned to run between Puget Sound ports, via Victoria and North China and Siberia. Two of the steamers will be arranged to accommodate first class passenger trade. M. Jensen and Co., of Bremen, is the name of the firm that is putting these vessels on this route. Jensen and Co., who own 26 steam freighters, were attracted to this coast by the recent war in carrying cargo to Vladivostok and Nicolayevsk, and recently entered the freight-carrying trade between Puget Sound and China, using the steamers *Tolusha* and *Era*. The vessels purchased are the German steamer *Wangard*, which is carrying coal between Cinnog and Guaymas under time charter to the Wellington Colliery Company, and is due north on October 28th to carry a cargo for the Orient, being chartered to bring a return shipment of coal from Moll for San Francisco; the British steamer *Maori King*, which is carrying lumber from Portland to Shanghai, and two steamers of the Royal Dutch Mail line to Java, running between Amsterdam and Batavia, the *Prinses Beatrix* and *Prinses Sophia*. These two steamers will be delivered at Amsterdam in December, and will be brought to the Pacific coast in the spring. The price paid for the steamer *Maori King* was \$65,000. The amount paid for the other three vessels is not stated. The *Maori King* will be renamed the *Era*, and will be at once placed in the freight business between Puget Sound and the Orient. Monthly sailings will be maintained by the steamers *Wangard*, *Era*, *Tolusha*, *Era* and *Maori King*. The mail lines brought from the Dutch company, which have been carrying mails and passengers between Amsterdam and Batavia are three-decked steamers built by Caird and Co., at Greenock in 1870, 360 feet long, 43 feet beam, 27 feet deep, and have a gross tonnage of 8,528 tons. They are sister steamers, and have the reputation of making as fast time as the *Empress* steamers. They have accommodation for 80 first class passengers.

CHINA'S FUTURE.

These two little paragraphs may well be read together in regard to the future rise of China as a maritime power:—

"In 1903 the Pacific was the ocean of the future. In 1907 (says the *Broad Arrow*) it is the ocean of the present. The dominating factor in the situation is Japan, the only one of America's rivals which is a purely Pacific Power. Behind her stands China, with potentialities so vast that they dwarf the imagination and beggar prophecy."

"From Shanghai it is reported that a group of mandarins are planning the formation of a Chinese Steam Navigation Company for developing maritime traffic between Chinese settlements on the coast of America, Australia, and Polynesia, and generally to obtain a footing in overseas trade."

The Japanese have already entered well into the running of ocean-going lines of steamers, and in reason it cannot be very long before we see, after the example of the Nippon Yusen Kaisha, important Chinese-owned lines running between Shanghai, Hongkong and European ports as well as other Chinese lines of equal importance running across the Pacific, or perhaps when the time comes, through the Panama Canal to the East Coast ports of the United States. Thanks to the effort of Japan, when Russian diplomacy had driven her with her back to the wall in Korea and compelled her to fight for her national existence, it is no longer possible to write in the apprehensive tone used by Lord Charles Beresford in his book, "The Break Up of China," that was the result of his commercial mission to China in 1898. He then saw that if the break-up of an ancient empire was to be averted the idea of "spheres of influence" would have to be thrown over, and a strong bid made, by Britain, to support the integrity of China. With Russia, as was the case nine years ago, pressing heavily through Manchuria on Northern China, there seemed little chance of buttressing up China's integrity by British influence alone, and at the outset of his mission in Singapore Lord Charles Beresford was warned of the risks, even the utter impracticability of the particular international grouping he proposed, a proposal he very prudently was silent upon thereafter. It was the Treaty with Japan, that assured Japan that Britain would forbid any hostile coalition against her, and the subsequent military action by Japan against the incessant Russian march of aggression, that did for China what Lord Charles hoped to secure by the cordial and unselfish co-operation of four powers, of whom one at least was an entirely incongruous and refractory element in the suggested common agreement. There is to be more of history to be made round the shores of the Pacific, bristling as they are all round with problems dependent for their solution on the wonderful developments in the Far East of which we are to-day witnessing the prelude, than there is likely to be upon the shores of the Atlantic with its more ancient and stereotyped forms of human settlement and national organization. We think less at the moment of military and naval possibilities of conflict than of the vista of the growing importance of the commercial activity of China and Japan, and of the establishment of a vast mercantile marine serving that commercial activity, and with that the establishment, in European trading centres and seaports, of the direct agencies of a large number of Chinese and Japanese mercantile firms. In other words the slow but gradual tendency towards the elimination of the present European merchant as middle man between the East and the West—Singapore

CONFERENCE OF CHAMBERS OF COMMERCE.

FIRE INSURANCE IN JAPAN.

The *Japan Chronicle* of 22nd ult. says:—At Wednesday's sitting of the conference of Chambers of Commerce, the chairman of the committee dealing with the proposal to petition the Government to effect an amendment of the Insurance Law (as mentioned in these columns yesterday) reported that he had waited on the Minister of Agriculture and Commerce, and had laid before him the views of the conference. The chairman then stated that the committee had decided to make representations to the Government, calling on them to strictly enforce control over the business of fire insurance companies. The motion of the committee was unanimously adopted.

Mr. Hayami, of the Hiroshima Chamber, moved that the outrageous delinquency of the Nishio, Yamato, Osaka, Hotel and Nagai Fire Insurance Companies, which have not yet settled the claims in connection with the Hakodate fire, should be made known to the public at large, at the same time representations being made to the Government. The motion obtained strong support, but it was thought by some that the time had not arrived to take such vigorous action. It was eventually decided that, the result of the payments made in settlement by each insurance company interested in the Hakodate fire should be reported to all the Chambers of Commerce, municipal and other public offices, and that the companies neglecting settlement of claims should be warned.

7,300 MILES IN A YAWL.

New York, October 14.

The dismantled yawl *Catherine*, with Captain Small, a mate, and a tailless cat aboard, had been towed here by an ocean tug after sailing 7,300 miles under extraordinary conditions.

Captain Small left Liverpool on June 7th for Honduras to seek for buried treasure. He encountered heavy weather in the Channel, being forced to stop several times for repairs, and was pursued by gales after leaving Queenstown, bluffed out in the Bay of Biscay, and finally arrived at St. Michael, in the Azores, on July 20th, a partial wreck.

Captain Small made more repairs and continued the voyage, being still pursued by bad weather. Finally the yawl was driven southward and then recaptured twenty-four days. A passing steamer contributed fish provisions and water, and on September 18th the *Catherine* reached Bermuda with wrecked topsails. Captain Small determined to continue the voyage, and the health of the tailless cat was excellent, despite its many vicissitudes. On leaving Bermuda the *Catherine* encountered another gale, which broke the mainmast, smashed the skylights, and partially flooded the cabin.

In this sorry plight Captain Small worked his way toward the coast under a small sail until he was taken in tow by a tug.

To Let.

TO LET.

CROWNSNEST, Barker Road; unfurnished or partly furnished.

Apply to—

C. L. GORHAM, 3, Pedder's Street, Hong Kong, 2nd December, 1907.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

HATHERLEIGH, Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GOUDONS in PRAYA EAST, BLUE BUILDINGS, and No. 16B, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hong Kong, 1st December, 1907.

TO LET.

A HOUSE in KNUXTFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AGENCY CO., LD.

Hong Kong, 1st December, 1907.

TO LET.

NO. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd., Donough Road Central.

Hong Kong, 22nd October, 1907.

TO LET.

NO. 34, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 4, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE, 1, Des Vaux Road.

Hong Kong, 16th October, 1907.

TO LET.

NO. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hong Kong, 10th October, 1907.

TO LET.

HOUSE, No. 5, ROSE TERRACE, Kowloon.

Apply to—

COMPTON DEPARTMENT, Jardine, Matheson & Co., Ltd.

Hong Kong, 14th October, 1907.

Intimations.

A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells, or looks, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it, however, has since been triumphantly accomplished; and as a leading ingredient in the remedy called

WAMPOLE'S PREPARATION

the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

PAIST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK.

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hong Kong, 29th July, 1907.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUILAR STREET, HONGKONG.

Hong Kong, 3rd September, 1907.

Don't Worry. WHY WORRY? CONSULT PHAROS.

THE MYSTIC AND MODERN ASTROLOGER.

Yes, Why Worry?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, console you and warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are to love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and a addressed, stamped envelope to

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW.

With your Birth Date, Full Name and Title and Town or County of Birth, if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc. for 1/6.

1000 and 10000 Cards for 15/-.

English and Continental Actresses' hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.

100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.

500 ASSORTED Cards for 20/-.

1 gross Jewelled Cards for 9/-.

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

958] BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Specialties for all eye ailments.

Ask, or write, for Illustrated Booklet on "Detective Sight."

CALCUTTA: 11, John Street, Bedford Row, W.C.

HONGKONG: 30th November, 1907.

SHANGHAI: 100, Nanking Road.

HONGKONG: 30th November, 1907.

Entertainment.

A. S. WATSON & CO., LIMITED.

THE GREAT POPULARITY
OF
Watson's E
VERY OLD LIQUEUR
SCOTCH WHISKY
HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
OF
QUALITY.

IT IS A
PURE MALT WHISKY
OF
GENUINE AGE
AND
FINE MELLOW FLAVOUR.

Per Case --- \$15.00

A. S. WATSON & CO., LIMITED,
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,
HONGKONG, 30th November, 1907.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, The Hongkong Telegraph, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum
WEEKLY—\$12 per annum
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messengers. On delivery by post an additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, DECEMBER 3, 1907.

TAXATION IN JAPAN.

A joint conference of the Cabinet and the Elder-Statesmen is to be held in a few days, as our readers are aware, and the question to be considered thereat is the proposed increase of taxation, thus states the *Japan Chronicle*. The financial condition of Japan has been considerably strained as a result of its post-bellum programme, and heavy as the burden of taxation has been felt to be during the progress of the recent war, it would appear that the adjustment of the Budget calls for still heavier burden upon the people of the Island Kingdom. It is reported, according to our Kobe contemporary, that the Government is not at all inclined to effect any alteration in its programme of projected works, and holds the opinion that any such alteration would impede the progress of the Empire. That is the outward reason, says the *Asahi*, but a matter of fact there is a political aspect of the question. Any attempt to effect an alteration or amendment of the projected works would precipitate the downfall of the Cabinet. The "projected" works which are now being carried out were approved during the last session of the Diet, originating in the Budget for last year and approved by the Diet during the preceding session. The Budget in question was framed by the Katsura Cabinet and was taken over by the present Saionji Cabinet. From the first it was stated that to carry out the proposals

would necessarily entail further increase of taxation. In framing the Budget for the present year in December last, the present Cabinet was unable to amend the policy of its predecessor, and the same expansive and expensive policy was followed in framing the Budget for 1908. Their view, which entails the increase of taxation, was submitted to the Cabinet by Baron Sakatani, Minister for Finance, during October, and he gave a further explanation of the situation at a Cabinet Council on the 28th. Then, when the Budget for next year, was considered. An increase of taxation is said to be necessary after next year and it is therefore expected that during the coming session of the Diet the Government will merely formally announce the necessity of a further increase of taxation, at the same time giving an outline of the proposals which it has formulated. It will be too late to introduce a Bill for an increase of taxation during the session after the general election next year. Mr. Hara, the Home Minister, holds the opinion that the question of an increase of taxation could be thought about when the Budget for the year after next is considered, but Baron Sakatani, the Finance Minister, insists that the question should be decided without delay, he being of opinion that it is necessary to place the nation's finance on a firm and steady basis at the moment. It is for this reason that the question is to be laid before the council of Elder-Statesmen. The total amount of additional revenue required is estimated at about ¥50,000,000 and the Minister for Finance appears to be inclined to raise this amount chiefly by an increase of the Consumption-tax, and of prices of tobacco and other monopoly goods. A proposal is again to be brought forward to monopolise the sugar business, and to raise new taxes on vinegar, kerosene oil and also a tax on those who escape conscription, but the revenue from these taxes is considered to be an unstable quantity, and will probably not bring in such a large revenue as ¥50,000,000. If this course is adopted, it will consequently be necessary to find ways and means to raise more revenue, to make good whatever deficit there may be, and the only means available is to further increase the land-tax. This proposal, however, is opposed by the Ministers in the Cabinet representing the Constitutional Association. The views of the Elder-Statesmen on the proposed increase of taxation are not known, but concludes a Tokyo dispatch to the *Asahi*, the issue of more bonds is absolutely disapproved of by the Elder-Statesmen, so that the only alternatives to be chosen are the postponement of the projected works, the discontinuation of the sinking fund, or an increase of taxation.

LOCAL AND GENERAL.

His Excellency the Governor has proclaimed Friday, the 6th December, to be observed as a public holiday in the Colony.

The *Hartford Courant* contains an editorial upon the recent case of Mr. Bethell, editor of the *Korea Daily News*, in which it describes the prosecution of Mr. Bethell as an illustration of British slavish adherence to the Japanese Alliance.

It is stated that the Peking Government has sent a dispatch to H.E. Chang Ming-chi, Governor of Kwangsi province, that control and power of the Kwangsi Railway ought to remain in the hands of the Provincial Government, "in order to prevent the natives of the provinces from secretly selling it to foreigners."

The *China Critic* learns that Major Nathan, R.F., the general manager of the Chinese Engineering and Mining Co., will leave for Europe at the beginning of the next year, for several months' stay at home, on business and pleasure combined. The Major will fully deserve his leave, having worked hard for the past three years in Tientsin, with at times not the best possible health.

A CANTON dispatch announces that a number of prominent merchants have decided to start a Volunteer Corps, in order to defend themselves in case of emergency. The regulations of the proposed Corps are to be similar to those of Shanghai. A joint petition on the subject has been presented to Viceroy Chang Jen-chün of Canton, asking for his Excellency's patronage and support.—N.C.D. News.

A TOKIO wire, of 28th ult., to the N.C.D. News says:—M. Shipoff, formerly Russian Minister of Finance, and M. Pouloff, chief director of the Russo-Chinese Bank, have arrived in Tokio to-day to establish trade relations with Japan and to settle outstanding railway questions in Manchuria. Warmest reception has been given to the two visitors. It is arranged that they shall return home by way of Shanghai and Peking.

A CRIMEAN VETERAN.

DEATH AT TAI-KOK-TSUI.

MISERY IN WEALTH.

Through the secluded life which he lived and the eccentricities which marked the habit of the recluse, it was not known that in the old-of-the-way district of Tai-kok-tsui, there lived, within the squalid hovel of a squatter's habitation, an old man who enjoyed the distinction of having been a Crimean veteran. Charles James Bryant, such was the name of the eccentric individual, fought in the Crimea War and was awarded the much-coveted honour of the Crimean Medal. He obtained his discharge from the Grenadier Guards in 1857. Early in the sixties he found his way to China and enlisted in the Shanghai Police Force in 1864. Leaving the force he subsequently joined the Chinese Imperial Maritime Customs Service from which he resigned after having amassed a comfortable competence. How he found his way to Hongkong there is no record to show, but it is known that he had been residing in the Colony for the past seven years, the last three of which he spent at the village of Tai-kok-tsui, he being Yamai, on the mainland. He elected to live the life of a recluse, buying his own provisions, cooking his own meals, and, in short, attending entirely to his own personal wants which, under the circumstances, were, of course, next to nothing. Bryant pursued the idiosyncrasies of his peculiar nature undisturbed and unobserved except by the Chinese village squatters who live in the vicinity of his miserly habitation. This morning the old Crimean veteran was found dead by Sergeant Simu in his little hovel amidst all the exterior evidences of misery, dirt and squalor. His belongings were not worth twenty cents. Upon examination of the old rags which by courtesy are designated the garments of the eccentric old man, were found about \$100 in cash. Bryant is known to own some landed property in the Western district of the Island and is reputed to be possessed of a deposit receipt for \$5,000 in one of the local banks. He was believed to have a surviving sister living in England and a son whose whereabouts is not known in Hongkong. His funeral will take place to-morrow morning, at Happy Valley, at nine o'clock.

CANTON DRY BY DAY.

GUNBOAT FOR CANTON.

[From Our Own Correspondent.]

Canton, 2nd December.
In compliance with the request of H.E. the Viceroy, a gunboat, the *Tung Chai*, will be detached from the Peiyang squadron and commissioned for patrolling purposes near Canton.

WEST RIVER PATROL.
An instructor of the Shang Chi College petitioned H.E. the Viceroy requesting him to stand firm in the protest against the proposal of the Ministry of Foreign Affairs (Waiwupu) to place the control of the patrol of the waterways of the West River in the hands of foreigners. In reply, H.E. the Viceroy has explained the situation to the petitioner that it is China's exclusive right to control the patrol of the West River as well as all affairs in connection with her internal government, and it will by no means be placed under the control of outsiders. H.E. also stated that he has devised means to uphold that right and the petitioner need not be in fear and should not stir up the minds of the people.

A SAD CATASTROPHE.
A native restaurant known as the Choy Chun Restaurant situated in Yik Hong, off Tai Chai Po, in the western suburb, was yesterday engaged by a man to entertain his friends at a dinner on the occasion of the marriage of his son. The building was overcrowded with guests and others to the number of some three hundred, and much excitement prevailed at a cinematograph entertainment which was also given on the occasion. At about 8.30 last evening, whilst the dinner and the display were in progress owing to the excessive number of the inmates on the top floor, one of the walls of the building all of a sudden collapsed burying a number of persons among the debris. Assistance was at hand and a few persons were at once extricated from the ruins, either seriously injured or killed. But, after a few minutes, another portion of the building collapsed and buried over a hundred persons. At this juncture some of the kerosene lamps, which were still alight, were broken, and ignited. Seeing the smoke and flames the fire brigades at once proceeded to the scene and rendered every assistance and succeeded in getting the fire under control, but no sooner had this been done than the whole of the remaining portions of the building collapsed and this time wounding or killing many more persons. Men from the Canton Fong Hospital and other institutions arrived afterwards on the scene and up to early this morning a few bodies have been recovered from the ruins and about thirty persons, who were wounded more or less. It is expected that there are still over a hundred persons under the debris. The Police Authorities have offered a reward of 110 for each fortunate victim recovered from the wreckage either dead or alive. Excellent aid was rendered by the officials of the Canton Fong Pin Hospital and no praise could be sufficient for their timely and energetic assistance.

RAILWAY EXCIDENTS.
The amount of fares collected on passengers travelling on the Wongsu-Koong section of the Canton-Hankow Railway for the 10 days from the 1st day of the present month to the 10th day were as follows:—16th inst., \$253.55; 17th inst., \$227.65; 18th inst., \$272.71; 19th inst., \$113.40; 20th inst., \$209.38; 21st inst., \$260.30; 22nd inst., \$25.21; 23rd inst., \$260.33; 24th inst., \$145.69; 25th inst., \$229.39. Total \$2,342.00.

WIRELESS TELEGRAPH APPARATUS.
The second lot of wireless telegraph instruments imported by the Canton authorities has arrived and H.E. the Viceroy has instructed Commodore Liao to proceed to Whampoa to examine the new instruments.

WEST RIVER PATROL.

CHINA'S SOVEREIGN RIGHTS.

SHANGHAI COMMENTS.

After Chékien, Can'on. There is little difference between the outcry against the "pirate" in the neighbouring province and the indignation aroused in the southern capital over the measures to be adopted for the suppression of piracy on the West River. Both are being carefully engineered, and the rally cry in each case is "Let us have nothing to do with the foreigners." There is less justification, however, for the commotion at Canton. As the Viceroy plaintively remarked when his attention was called to the glaring insecurity of life and property on his waterway, piracy has always existed on the West River. The victims as he might have added are for the most part Chinese; but both Government and provincial authorities have been content to allow the evil to continue unchecked. The force of Chinese gunboats stationed in the waterways was worse than useless, for in a slack season the pirates practised their trade on the gunships themselves. Only when a more outrageous attack than usual has been made on British shipping are the local authorities galvanised into some show of activity. This time, however, their supineness has overreached itself; the British Government is no longer prepared to accept Viceregal assurances and has asked the Central Government to take action in the matter. It has been arranged that an organized attempt to control these rivers and to hunt down the pirates shall be carried out by Chinese gunboats under the supervision of the Imperial Maritime Customs. By such means the scheme remains under the control of the Central Government, but the intervention of the Customs secures for it a measure of efficiency that otherwise it must lack. At once a few officials and others are confronted with the prospect of losing both "face" and "squeeze," and resort is had to the time-honoured device of agitation. It is a game to which the Cantonese seem to lend themselves with peculiar gusto. "China for the Chinese," however, had its weak points as a cry against interference on the part of China's own Customs service, and it has had to be pointed out that the latter is "semi-foreign." But neither the agitation in Chékien, nor the later one in Canton, is such that there is need to be punctilious about the interpretation of terms. Any number of meetings can be induced to pass all manner of resolutions, and accuracy of phraseology is not required to enable the local authorities to represent to the Central Government the narrowed condition of the people's feelings.

THE HISTORY OF THE NEGOTIATIONS, however, shows that scrupulous consideration has throughout been paid to Chinese susceptibilities. When the outrage on the *Saiman* in July, 1906, resulting in the murder of Dr. MacDonald, brought the subject of the safe-guarding of foreign shipping in the Canton Delta to a head, no solution ever presented itself to the British authorities that did not entail the employment of Chinese in the actual suppression of piracy. Past experience indicated that to secure an efficient force of water police European officers would have to be placed in command of it, and at once the British Minister, anxious to respect Chinese sentiment, proposed that the Chinese gunboats and launches to be used in the work should be under supervision of the Imperial Maritime Customs rather than under foreign naval officers. It was pointed out that the Customs had for a long time maintained an efficient service for the prevention of smuggling in Canton waters, and it seemed a simple matter for the Inspector-General with Chinese co-operation, to extend this organization to embrace a practical scheme for HUNTING DOWN PIRATES.

and subsequently for policing the waterways effectively. In view of the fact that these predatory hands are as much at home on land as in their boats on the rivers, such an arrangement would have the additional advantage of leaving the local Chinese authorities, both civil and military, free to devote their attention to the pursuit and capture of the pirates when they made good their escape on shore. Only after considerable argument could the Peking authorities be brought to realize how seriously the British Government viewed the situation and to instruct Viceroy Chow Fu to put himself in communication with the Canton Commissioner of Customs. In reply came the usual objections to the effect that China's sovereign rights would be impaired and that it would be a bad principle to encourage the territorial authorities to neglect their responsibilities for the maintenance of peace and order. As the negotiation were opened twelve months ago, it may be inferred that a considerable amount of insistence has been required to persuade the Chinese authorities to take action on the lines indicated by the British Government for the protection of foreign shipping. Now that Peking has proved too strong for him, the new Canton Viceroy has let slip the dogs of agitation, and the objections raised against the scheme in public meeting bear a striking resemblance to the official arguments of a year ago.

As in Chékien, so in Kwangtung the outcry nominally directed against foreign interference in Chinese affairs in reality marks another phase in the struggle now begun between the Central Government and the Provinces. No arguments can be adduced to prove that

CHINA'S SOVEREIGN RIGHTS can possibly be affected by instructing the Customs officers engaged in the prevention of smuggling to turn their attention to well-to-do pirates. On the other hand, "dealing with the pirates" is more than a mere name. It has hitherto been the concern of the provincial authorities; but for their suppression, have acted on paper, and the work of looking after the desperadoes, who to a large extent are unassuming husbandmen in their leisure moments, has presumably proved too lucrative

to many officials to surrender. Lightly. None too soon the Peking Government has begun to appreciate the enormous monetary loss suffered by the Empire through the existing method of ordering its finances. At a moment when money is required to carry through a number of reforms urgently demanded on all hands the Central Treasury is found to be sadly straitened in spite of satisfactory years. The first step to remedy this state of affairs must be in the direction of the centralization of control, and at once the vested interests of the provinces, and their officials are challenged. It is unfortunate in one respect that in the preliminary skirmishes between the Government and the provinces, British interests should occupy a buffer position; but if the firm attitude recently shown by the British Government in its dealings with Peking be maintained, there is every hope that the Central authorities will derive from it the necessary momentum to carry the shortsighted policy that finds favour in provincial officialdom.—N.C.D. News.

ARMED ROBBERY IN CHINA.

GROCER BOUND AND BEATEN.

Mr. Li Cho Wun, a grocer, living in the San Cho village, Pun U district, in the Kwangtung village, who was sleeping in his bedroom on the ground floor of his house shortly after midnight on the 24th ult., was awakened by a noise in his room. He was lying with his head near the wall, and on turning round he saw in the gloom the figure of a man standing near his head.

Mr. Li, it might be mentioned, is a man of about forty years of age, and not more than five feet four inches in height, but he has plenty of pluck. He made a lunge at the figure at his bedside, half-springing out of his bed. His blow landed, but in return he received one full in the face that knocked him back flat on the bed. No sooner had he fallen than another man shot out from the gloom on the left hand side of his bed and dealt him a severe blow on the head. Mr. Li had been partly dressed by the first few blows and a couple more put him in such a condition that it was impossible for him to call for assistance. At no time, however, was he entirely unconscious.

One of the robbers, who held a lighted torch, drew a revolver from his pocket, and, holding it close to Mr. Li's face, threatened to blow out his brains if he moved, while the others bound his hands—palms, together—with stout pieces of cord. Having fastened the unfortunate man's hands, they went to work to bind his feet. There are three windows in the room. One opened in the main road, another in a lane, and the other at the back of the house, overlooking a paddy-field. Mr. Li was unable to see his assailants until they began to tie his feet. Then he saw that they were all masked. Having scarcely bound their victim the robbers started to work to ransack the house. They went through his clothes, broke open his trunk, and removed all the valuables therein, before leaving one of the robbers produced a gag and forced it into the grocer's mouth and knicked it behind his neck. Then they left.

Mr. Li lay motionless for nearly half an hour. Then he tried to release himself, which he did in a few minutes. He then ran to the window and shouted for help, subsequently rushed upstairs to learn if his wife and family had been harmed. His blood-stained and battered appearance gave them a fright, and while Mr. Li called for help from a rear window his wife called in the neighbours.

Nothing could be done at that late hour, and next morning, Mr. Li reported the outrage to the District Magistrate, who caused inquiries to be made, but with no results. It was discovered later that one of the men, who was supposed to have been implicated in the outrage, had taken passage to Hongkong. The police authorities were notified, with the result that a man named Chak Wong was arrested in the Central district on suspicion. The suspect was arraigned at the Police Court to-day, and the case was remanded for a week.

GOLD CRUSHING.

Messrs. E. S. Kadoorie & Co. inform us that they are in receipt of telegraphic advices from Singapore informing them that the crushing of the Raub Australian Gold Mining Co., Ltd., for the past period yielded, 1,102 ozs gold from 5,475 tons tons.

The Federal Court of Alabama has issued an injunction against the application for a two-cent increase of the State Lottery. The injunction has been adopted by the State Legislature.

DETECTIVE Sergeant Grant prosecuted Tam Wai, gun man of 259, Queen's Road Central, at the Police Court, this morning, for removing 200 rounds of ammunition from his shop, yesterday, without a permit, and for neglecting to enter in his book their particulars of his stock of ammunition. It appears that he had sold the ammunition to certain "sportsmen" in the Colony who had no authority to be in possession of guns. The ammunition was purchased for the sole purpose of shooting the alleged leopard let loose by a certain skipper on Ka I Chau Island. The case was remanded.

The 25th graduation ceremony of the Imperial Naval College at Rangoon was held on Wednesday, (20th ult.) morning at 10.30 o'clock, presided over by his Imperial Highness Prince Hsiang-shan, on behalf of the Emperor. There were present a large number of distinguished officers and officials, amongst whom were seen:—Admiral Count Yamamoto, and Admiral Baron Taito, Minister for the Navy. The students who have graduated this year number 17, all of whom have been appointed midshipmen and are to embark on board the cruiser *Fukuda*, *Wakatsuki*, and *Idzumi*, which, comprising a training squadron, these vessels will start on a cruise, early in January.

Telegrams.

[Reuters.]

The Financial Situation in the United States.

London, 1st December.
The Chicago Banks have received a position signed by 2,000 Western Banks, urging the immediate resumption of cash payments. The compliance with this request is probable.

The United States Presidency.

Senator Foraker has accepted the support of the Ohio Republican League in his candidacy for the Presidency, thus throwing down the gauntlet to Mr. Taft.

The 5th Lancers.

The War Office announces that their action of putting the officers of the 5th Lancers on half pay was not due to any cause detrimental to the character of the officers; and, though it is not considered that they are suitable to retain their positions in the Cavalry Regiment, their services can be utilized by other appointments. The Regiment itself is not inefficient and can take the field.

Chinese in Nova Scotia.

The Halifax Supreme Court of Nova Scotia has released 17 Chinamen who were arrested for the non-payment of the Head Tax \$500.

This decision does not touch the validity of the Exclusion Laws, but the decision says that the non-payment of the tax is not an indictable offence, and that the tax must be collected as a debt.

The Court believes that Parliament intended to make non-payment a crime, but the Statute does not bear that interpretation.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/0
Do. demand 2/0 1/2
Do. 4 months sight 2/0 1/2
France—Bank T.T. 2/5 1/2
America—Bank T.T. 4/8
Germany—Bank T.T. 2/0 1/2
India T.T. 15 1/2
Do. demand 15 1/2
Singapore—Bank T.T. 7 1/2
Japan—Bank T.T. 11 1/2
Yokohama—Bank T.T. 11 1/2

Buying.

3 months sight L/C 2/0 1/2
6 months sight L/C 2/0 1/2
10 days sight San Francisco & New York 51
10 days sight do. 51
10 days sight Sydney and Melbourne 51
4 months sight France 2/0 1/2
5 months sight 2/0 1/2
4 months sight Germany 2/0 1/2
Bank of England rate 26 1/2
Bank of France 31 1/2
Sovereign 98 1/2

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 3rd at 12.05 p.m.—The barometer has fallen over China, slightly in the South, and considerably in the North.

A depression is probably moving Eastwards over Manchuria.

The high pressure area remains over the continent to the North of the Upper Yangtze, but gradients are somewhat easier along the China coast.

Strong monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, moderate or fresh breeze.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Iamocks, same as No. 1.
4.—South coast of China between Hongkong and Hainan, N. winds, fresh or strong.

As the result of a complaint lodged at police headquarters some days ago, two Chinamen were arrested yesterday on charges of buying stolen goods. These were Chan Oei, a tall man, residing at 35, Gilman Street, and Yeung Hong, a shopkeeper, of 34, Elgin Street. The first accused was charged with receiving one case of P. and O. whisky, valued at \$13,000, one case of port wine, valued at \$2,500, and 190 bottles of claret, valued at \$500, well knowing the same to have been stolen; and the second defendant with receiving four bottles of whisky, which he knew had been stolen. Messrs. Blackhead and Company, from whom the goods had been stolen, were the complainants. The case was remanded.

SHIPPING AND MAILS.

MAILS OUT.

Indian (*Kanamaru*) 4th inst.
German (*Yorck*) 4th inst.
The Boston S.S. Co.'s *Yamato* sails on 5th inst. at 4 p.m. and is due here on 10th inst. at daylight.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	40,000	\$125	\$125	\$1,000,000	\$1,750,000	\$1,757,167	{ \$1.15 for 1-year ending 30.6.07 @ ex- 2/3 10=316.04	\$665 sales \$655 sales new issue London 276.10/
National Bank of China, Limited	1,025	£7	£6	\$1,273,517	\$902,000	\$71,203	\$2 (London 3/6 1/2 for 1907)	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	\$50	\$1,500,000	\$1,905,858	none	\$20 for 1906	8 % \$250
North China Insurance Company, Limited	10,000	£15	£5	\$1,273,517	\$1,273,517	Tls. 204.4/4	{ Final of 7/6 per share making in all 25/- for 1906=Tls. 265	6 % Tls. 89 sales
Union Insurance Society of Canton, Limited	2,400	250	\$100	\$3,000,000	\$450,407	\$1,460,450	{ Final of \$22 making \$22 for 1907 and interim of \$3 1/2 for 1906	5 1/2 % \$780 sales
Yangtze Insurance Association, Limited	1,000	100	\$60	\$1,000,000	\$1,000,000	\$394,520	\$10 for year ending 31.12.05	8 % \$150 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000	\$1,000,000	\$362,080	\$2 and bonus \$2 for 1905	9 % \$89
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$1,000,000	\$435,236	\$20 for 1905	12 1/2 % \$322 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$250,000	\$250,000	\$365	\$1 for 1906	6 1/2 % \$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000	\$500,000	Nil	\$4 for year ending 30.6.07	10 1/2 % \$38 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$150,000	\$150,000	\$27,101	\$1 for 1st half-year ending 30.6.07	6 1/2 % \$32 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$60,000	\$60,000	£3,694	\$1 for 1906 @ ex 2/3 10=316.04	5 1/2 % \$40 sellers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$60,000	\$60,000	£3,694	\$1 for 1906 @ ex 2/3 10=316.04	5 1/2 % \$38 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	12 % Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$2,000,000	\$2,000,000	£172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 % Tls. 50 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$100,000	\$137	{ \$1.00 for year ending 30.6.1907 \$0.50	4 1/2 % \$21 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 50,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 % Tls. 48 buyers
REFINERIES.								
China Sugar Refining Company, Limited	1,000	100	100	\$100,000	\$100,000	\$19,218	\$8 for year ending 31.12.06	8 % \$100
Luron Sugar Refining Company, Limited	7,000	100	100	\$700,000	\$700,000	Tls. 8,935	\$1 for 1907	5 % \$10 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 50,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.12.06	5 % Tls. 80 buyers
Mining.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	\$1,000,000	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 % Tls. 15.55 b.
Phib. Australian Gold Mining Company, Limited	150,000	£1	£1	\$150,000	\$150,000	£11,358	No. 12 of 1/-=48 cents	18 1/2 % \$18
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 % \$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$500,000	\$500,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 % 165
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 1/2 % \$97 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	Tls. 1,570,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 1/2 % Tls. 73 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	9 % Tls. 200 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 1/2 % Tls. 102 1/2
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	10 1/2 % \$21 buyers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$751,845	\$19,178	\$1.50 for 1906	13 % \$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 % \$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 % \$95
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,000,000	\$1,000,000	\$11,567	80 cents for 1906	7 1/2 % \$10 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$300,000	\$10,089	\$2 1/2 for 1906	7 % \$35
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 780,000	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 % Tls. 100 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$625,000	\$11,519	Interim of \$2 for half year ending June 30th	8 1/2 % \$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 30	Tls. 30	Tls. 450,000	Tls. 450,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	20 1/2 % Tls. 49 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	\$150,000	\$150,000	\$14,269	50 cents for year ending 31.7.07	5 % \$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	10 % Tls. 50 buyers
Lao-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	10 % Tls. 80 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 3,500,000	Tls. 50,663	Tls. 50 for 1906	10 % Tls. 280 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032,480	\$1,032,480	\$2,638	1/3 per share for 1906	9 % \$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$12,000	\$653	\$5 for 1905	10 1/2 % \$10 buyers
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	\$120,000	Nil	\$1 for 1904	10 1/2 % \$10 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 200,000	Tls. 188	Final of Tls. 5 making Tls. 10 for 1905	10 % Tls. 64 sellers
China Light and Power Company, Limited	100,000	\$10	\$10	\$1,000,000	\$1,000,000	\$25,000	60 cents for year ended 28.2.06	5 % \$5
China Light and Power Co., special shares	50,000	\$10	\$10	\$500,000	\$500,000	\$12,500	80 cents for 1906	8 1/2 % \$9 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,000,000	\$2,074	\$1.30 for year ending 31.7.07	8 % \$16 1/2 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$187,500	\$10,804	Interim of 50 cents per share for a/c 1907	9 % \$21
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$4,000,000	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2 % \$15 sales
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$420,000	\$15,003	\$1 per share for year ending 31.12.07	6 1/2 % \$240
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$600,000	\$2,053	Interim of \$4 for 1-year ending June 30th 07	8 1/2 % \$25
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$125,000	\$4,371	Interim of 80 cents per share for a/c 1907	8 1/2 % \$32 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$500,000	\$4,212	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	8 % \$124 buyers
Maatschappij tot Exploitatie van Landbouw- planten in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 25,000	Tls. 25,000	Tls. 10,374	\$1 per sh. or period from 19th Oct. to 30th Apr. 07	8 % \$32 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$250,000	\$2,655	None	5 % \$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$500,000	Dr. P. 34,324	Interim of Tls. 3 1/2 for account 1907	7 1/2 % Tls. 107 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	\$675,000	Tls. 9,751	Tls. 4 for 1905	10 % Tls. 45 sellers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 1,200,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	9 % Tls. 65 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 270,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	9 % Tls. 114 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 450,000	Tls. 85,592	Interim of 15/- for account 1907 (old)	10 % Tls. 335 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 600,000	Tls. 85,592	Interim of 15/- for account 1907 (new)	10 % \$15 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	\$327,000	\$327,000	\$41,034	None	6 1/2 % Tls. 97
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	\$150,000	\$478	40 cents for year ending 31.5.07	8 % \$10
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$100,000	Tls. 15,295	Tls. 6 1/2 for year ending 30.6.07	10 % \$10
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 300,000	Tls. 300,000	Tls. 201	First year	10 % \$10
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$500,000	\$1,360	\$80 cents on 9,000 ord. shares and \$12.85 on 100 Founders shares for y. end. 31.5.07	8 % \$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$100,000	\$5,482	Interim of 30 cents for account 1907	7 % \$5 sa. and b.
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$900,000	\$24	Final of 32 cts. making 80 cts. for the year ended 30th June, 1905	10 %
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$150,000	none		

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI- CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th December, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Moldavia*, 9,700 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia*, due in London on 25th January, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th November, 1907.

STEAM FOR SINGAPORE.

SINGAPORE, BATAVIA, COLOMBO, CALCUTTA.

BOMBAY, ADEEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAYE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIESE"

Captain Broc will be despatched for MARSEILLES on TUESDAY, the 10th December, at 11 P.M.

This steamer connects at Colombo with the Australian line a.s. *Ville de la Cloche* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. *TOURANE* 24th Dec.S.S. *ARMAND BEHIC* 7th Jan., 1908.S.S. *SALAZIE* 21st Jan., 1908.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th November, 1907.

(10)

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. " "

For Freight and further Information, apply

DODWELL & Co., LIMITED, Agents.

Hongkong, 5th October, 1907.

(64)

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 250.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

Dewar's

'Imperial'

The Whisky without